AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in this application.

LISTING OF CLAIMS:

1-14 (Canceled)

15. (Currently Amended) Double-row antifriction bearing for a transmission adapted to operate at a very high number of revolutions and high temperature comprising:

one-piece bearing ring forming first and second raceways;

split bearing ring divided into two parts in an axial direction of the bearing and forming third and fourth raceways respectively;

rolling elements located between the one-piece bearing ring and the split bearing ring;

the rolling elements comprising a first row of spherical rolling elements possessing a first diameter and a second row of spherical rolling elements possessing a second diameter which is different from the diameter of the rolling elements of the first row of rolling elements;

the spherical rolling elements being balls made of ceramic material;

[[a**]]** wherein the rolling elements of the first row contact only diagonally opposite sides of the first and third raceways, respectively, and the rolling elements of the second row contact only diagonally opposite sides of the second and fourth raceways, respectively, wherein a contact area of the rolling elements of the first row

with the first and third raceways forms a first contact angle, and a contact area of the rolling elements of the second row with the second and fourth raceways forms a second contact angle, the contact angle of the first row of rolling elements **[[**being**]]** having a size different from the size of the contact angle of the second row of rolling elements, wherein the antifriction bearing is constructed as an angular contact ball bearing; and

a pitch circle of the first row of rolling elements being different from the pitch circle of the second row of rolling elements.

16. (Previously Presented) Antifriction bearing as claimed in claim 15, wherein the one-piece bearing ring is an outer ring of the antifriction bearing and the split bearing ring is an inner ring of the antifriction bearing.

17. (Previously Presented) Antifriction bearing as claimed in claim 15, wherein the contact angle of the first row of rolling elements is in the range between 5° and 35°.

18. (Previously Presented) Antifriction bearing as claimed in claim 17, wherein the contact angle of the second row of rolling elements is in the range between 10° and 60°.

19. (Previously Presented) Antifriction bearing as claimed in claim 16, wherein the outer ring has a flange molded on in one piece.

20. (Previously Presented) Antifriction bearing as claimed in claim 19, wherein the flange is with respect to its axial position located at a position of one of the rows of rolling elements.

21. (Previously Presented) Antifriction bearing as claimed in claim 15, further comprising lubrication openings in a contact area of front surfaces of the split bearing ring.

22. (Previously Presented) Antifriction bearing as claimed in claim 16, wherein the outer ring is provided with lubrication openings.

23. (Previously Presented) Antifriction bearing as claimed in claim 15, wherein the first and second rows of rolling elements have cages which are guided on one shoulder of at least one of the bearing rings.

24. (Previously Presented) Antifriction bearing as claimed in claim 23, wherein the cages are guided on a shoulder of the split bearing ring.

25. (Previously Presented) Antifriction bearing as claimed in claim 23, wherein the cages are made of plastic.

26. (Canceled)

27. (Canceled)

28. (Previously Presented) Antifriction bearing as claimed in claim 16, wherein the outer ring is provided with lubrication holes.

29. (Previously Presented) Antifriction bearing as claimed in claim 23, wherein the cages are made of PEEK.

30. (Previously Presented) Antifriction bearing as claimed in claim 15, wherein the antifriction bearing is a component of a transmission in a race car.